

B. F. TAYLOR,
Stevedore.

Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS

The Hongkong Telegraph

報新 ESTABLISHED 1881 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 4100. 日七十月十年八十二精光

WEDNESDAY, NOVEMBER 26, 1902.

三拜禮 號六廿月一十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,910,000

Head Office—YOKOHAMA.

Branches and Agencies,
TOKIO. KÖBE.
NACASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

TARO HODSUMI,
Manager.

Hongkong, 30th October, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—

Sterling Reserve \$10,000,000

Silver Reserve \$4,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

Hon. K. SHEWAN, Chairman.

A. J. RAYMOND, Esq., Deputy Chairman.

G. Balloch, Esq.

Hon. C. W. Dickson.

E. Goetz, Esq.

G. H. Medhurst, Esq.

Chief Manager:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3½ per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th November, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq.

C. Ewens, Esq.

Chow Tung Shang, Esq.

J. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1902.

Hotels.

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold
\$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARR'S BANK, LIMITED.

HONGKONG OFFICE:

4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4 %

N. G. EVANS,
Acting Manager.

Hongkong, 1st October, 1902. [16]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1864.

SHANGHAI Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 5,000,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. Peking.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENSIN.

HANKOW.

H.E. Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

1% per Annum Fixed Deposits for 3 months.

6 " 6 " 3½ "

12 " 12 " 2½ "

T. P. COCHRANE,
Manager.

Hongkong, 1st January, 1902. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-HOLDERS £800,000

RESERVE FUND £630,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On First Deposits for 12 months 4 per cent.

" 6 " 3½ "

" 12 " 2½ "

H. FIGGE,
Manager.

Hongkong, 2nd June, 1902. [11]

Hotels.

KING EDWARD
HOTEL.

A-HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [116d]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

SHANGHAI Masagon C. Philipps, R.N.R. About 29th Nov. Freight only.

YOKOHAMA Bombay H. S. Bradshaw About 2nd Dec. Freight or Passage.

LONDON, &c. Parramatta F. J. Fox Noon, 6th Dec. Freight or Passage.

SHANGHAI Valletta W. B. Palmer, R.N.R. About 6th Dec. Freight or Passage.

SINGAPORE Tient ts W. W. Cooke, R.N.R. About 10th Dec. Freight only.

MARSEILLE Sa ngkai E. Spicer, R.N.R. Noon, 10th Dec. Freight or Passage

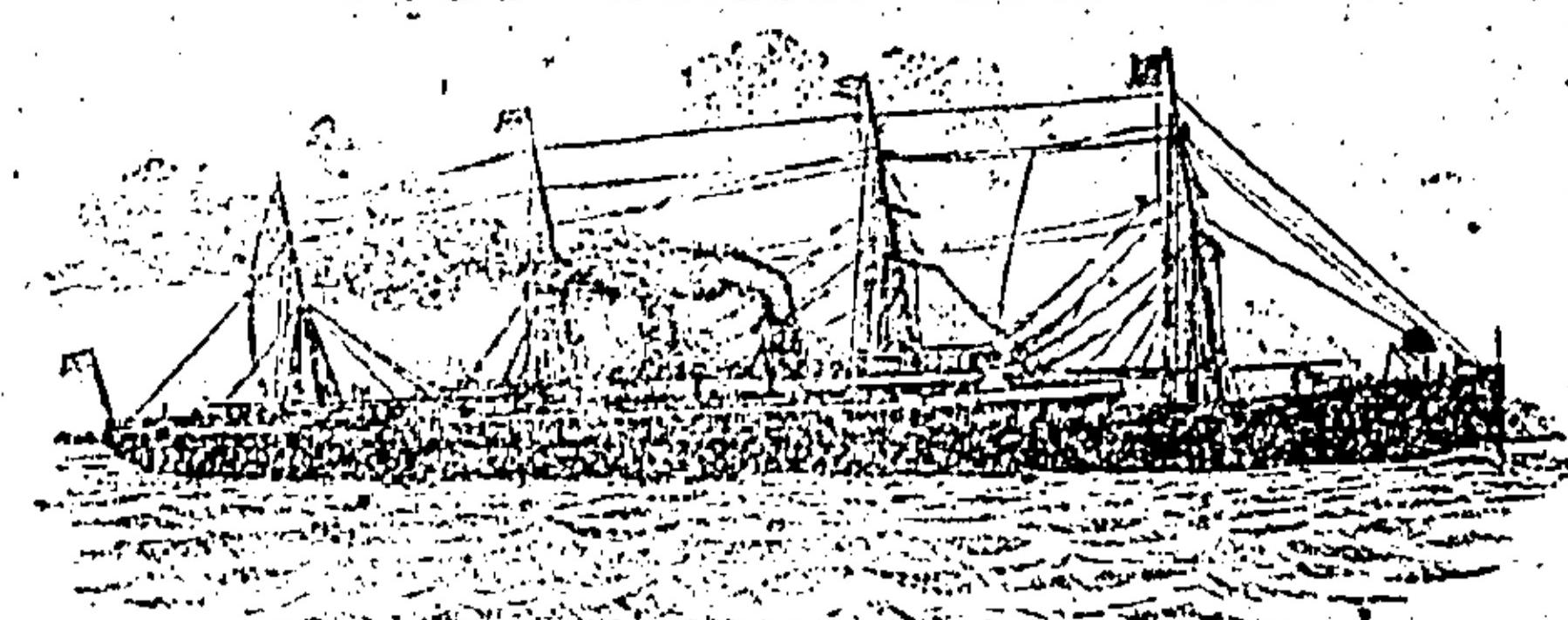
ANTWERP (See Special Advertisement).

+ SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).

+ PENANG, COLOMBO and BOMBAY.

Falls.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES; MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

| | |
|-----------------|--|
| "COPTIC" | FRIDAY, 28th November, at Daylight. |
| "AMERICA MARU" | SATURDAY, 6th December, at Noon. |
| "KOREA" | SATURDAY, 13th December, at Noon. |
| "GAELIC" | TUESDAY, 23rd December, at Noon. |
| "HONGKONG MARU" | WEDNESDAY, 31st December, at Noon. |
| "CHINA" | THURSDAY, 8th January, 1903, at Noon. |
| "DOLIC" | SATURDAY, 17th January, 1903, at Noon. |
| "NIPPON MARU" | SATURDAY, 24th January, 1903, at Noon. |
| "SIBERIA" | TUESDAY, 31st January, 1903, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOHE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 28th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY or payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan:

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

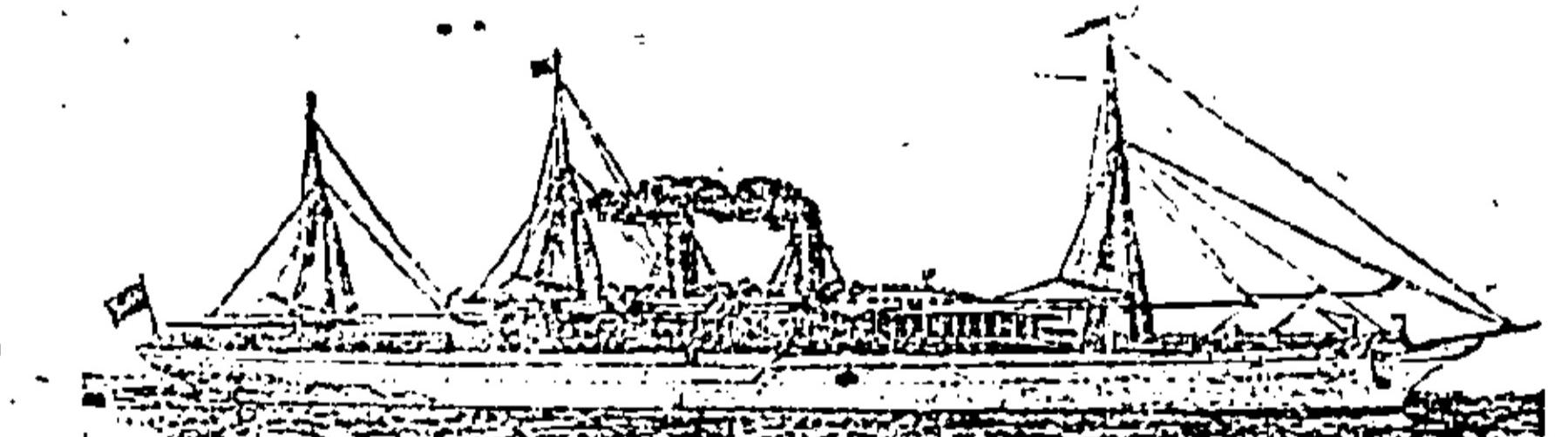
Consular Invoices to accompany each shipment of Cargo or parcel (valued at £100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage, and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd November, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1902

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOHE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|--------------------|---|
| R.M.S. TARTAR | Comdr. E. Beetham, R.N.R., WEDNESDAY, 3rd Dec. |
| " EMPRESS OF JAPAN | Comdr. H. Pybus, R.N.R., WEDNESDAY, 17th Dec. |
| " ATHENIAN | Comdr. H. Mowatt, WEDNESDAY, 31st Dec. |
| " EMPRESS OF CHINA | Comdr. R. Archibald, R.N.R., WEDNESDAY, 14th Jan. |
| " EMPRESS OF INDIA | Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 11th Feb. |

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 19th November, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| STEAMERS | DESTINATIONS | SAILING DATES | Freight. |
|-------------|------------------------------------|---------------|----------|
| MARBURG | HAVRE and HAMBURG. | 3rd Dec | Freight. |
| Niedermeyer | (Calling at SINGAPORE and PENANG) | | |
| SUEVIA | HAVRE and HAMBURG. | 17th Dec | Freight. |
| Horst | (Calling at SINGAPORE and COLOMBO) | | |
| ALESIA | GENOA and HAMBURG. | 31st Dec | Freight. |
| Schonfeldt | (Calling at SINGAPORE and PENANG) | | |
| NURNBERG | HAVRE and HAMBURG. | 13th Jan. | Freight. |
| Jahur | (Calling at SINGAPORE and COLOMBO) | 1903 | Freight. |
| SILESIA | HAVRE and HAMBURG. | 27th Jan. | Freight. |
| Baile | (Calling at SINGAPORE and PENANG) | 1903 | Freight. |

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building

Hongkong, 18th November, 1902.

[9]

Intimations.

THE FUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held in the COMPANY'S OFFICE, No. 13, Beaconsfield Arcade, Victoria, in the Colonial Hongkong, TO-MORROW, the 27th day of November, 1902, at 12 o'clock, Noon, when the Subjoined Special Resolution which was passed at the Extraordinary General Meeting held on the 11th day of November, 1902, will be submitted for confirmation:

1. That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$1 each, with the sum of \$10 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$10 each on which the sum of \$10 each has been paid up, and that one New Share of \$1, with the sum of \$10 paid up thereon, be given in lieu of and in exchange for each old share of \$10 fully paid up, and that thereupon the said old shares be cancelled.

2. That of the remaining \$1 payable in respect of each of the New Shares, the sum of 50 cents be paid on the surrender of the old share, and that the remainder be called up (if necessary) and paid at such times and in such instalments as the Board may determine.

By Order of the Board of Directors,

W. KERFOOT HUGHES,
Secretary.

Hongkong, 1st November, 1902. [1279d]

HONGKONG REGATTA.

ENTRIES for the FORTHCOMING REGATTA will be CLOSED on SATURDAY, the 29th instant, at 7 P.M. sharp.
Entries for the Light Gigs, Men-of-War Cutters, Gigs and Whalers will be post Entries.
FRANK W. WHITE,
Hon. Secretary, V.R.C.
C. M. CALE,
Hon. Secretary, H.C.B.C.
Hongkong, 1st November, 1902. [1279d]

SALT
HERRINGS

FROM

SCOTLAND.

\$5 A KEG.

RITCHIE & Co.,

Des Vœux Road.

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY MEETING of the MEMBERS of the above Club will be held at the GRAND STAND, Race Course Enclosure, at 5 P.M., on FRIDAY, the 28th instant.

BUSINESS.—To pass the Programme of the Race Meeting to be held in February next.

By Order,

J. GRANT,
Secretary.

Hongkong, 20th November, 1902. [1250d]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND on account of the year 1902 at the RATE OF FIFTY CENTS per Share (or FIVE PER CENT on the Capital of the Company) will be PAYABLE at the HONGKONG AND SHANGHAI BANK, HONGKONG, on and after SATURDAY, the 29th instant, on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The DIVIDEND will also be PAYABLE at THE HONGKONG AND SHANGHAI BANK, SHANGHAI, on Presentation of Warrants there, on and after the same Date.

The REGISTER of SHARES will be CLOSED from MONDAY, the 24th instant, until TUESDAY, the 2nd December, both Days inclusive, during which Period NO Transfer of Shares will be registered.

By Order,

A. H. MANSELL,
Secretary.

Hongkong, 17th November, 1902. [1229d]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A N EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held in the CITY HALL, Queen's Road, Hongkong, at 11 o'clock A.M., on MONDAY, the 8th December, 1902, for the purpose of discussing and, if thought fit, of approving the Directors' Proposals for Construction of a New Dock as contained in the Circular to Shareholders dated the 22nd September, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from 9 A.M. to 1 P.M. inclusive on the 8th December.

By Order of the Board,

GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 25th November, 1902. [1286d]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

T HE SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S TOWER, 2, Lower Albert Road, Hongkong, on MONDAY, the 8th day of December, 1902, at 3 o'clock P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th November to the 8th December, 1902, both Days inclusive.

By Order of the Board of Directors,

S. A. SETH,
Secretary.

Hongkong, 19th November, 1902. [1243d]

ST. ANDREW'S BALL, 1902.

NOTICE TO SHAREHOLDERS.

A S no Scotsman can attend the Ball on 28th instant, but as a Subscriber, the Names of intending Subscribers (Naval and Military included) should be sent to the Undersigned as early as possible. To prevent inconvenience to gentlemen attending the Ball they are specially reminded that the Invitation card counterfoil WILL BE COLLECTED ON ENTERING THE HALL.

DAVID WOOD,
Hon. Secretary.

Hongkong, 24th November, 1902. [1277d]

NOTICE.

WE, THE BAN AN STEAMSHIP CO., LIMITED, of Victoria, Hongkong, hereby

SERIOUS FIRE AT SHANGHAI.**DEFECTIVE FIRE DEPARTMENT.**

On the 20th inst. a large fire broke out in the new red brick building owned by the Imperial Chinese Railway Administrations behind the Chinese Telegraph Company's premises, and abutting on the Szechuan and Foochow Roads. The whole of the top and second storeys were completely gutted and it was some time ere the firemen were able to obtain a mastery over the flames. They had to obtain the service of the fire float and an engine owing to the height of the buildings, but the flames were fortunately confined to the one building and at 4 p.m. all danger of spreading had been overcome. In connection with the fire we learn from the *China Gazette* that, "it was indeed a sorry and significant exhibition of the obsolete nature of our fire-fighting resources, though Mr. Wood, the Waterworks Engineer, assured us positively that the Water Tower was quite full of water, in which case it is clear that in view of the vast number of new buildings almost twice as high as that attacked to-day, now springing up on all sides, the tower must be raised or some other means devised of meeting the altered conditions which the firemen are to-day called upon to face. If they cannot tackle in more efficient style a three storey building we wonder what they are to do with the five and six storey blocks, which will be simply death traps, unless more prompt and efficient measures than now apparently exist are devised." The building was insured with the Hongkong Fire and the contents with the Meiji.

LAUNCH OF THE "PALAWAN."

LAST OF PHILIPPINE PATROLS LEAVES
THE WAYS.

At Farnham, Boyd and Co.'s Old Dock the last of ten revenue cutters built for the Civil Government of the Philippines was successfully launched on the 18th inst., says the *Shanghai Times*. These boats were built for the purpose of coast and river patrol in the Philippines and were all named after islands of the archipelago. They are 148 feet long over all, 25 feet beam with 11 feet depth of hold. Cost of each was about Tls. 90,000. The speed called for in the contract was 10 knots, but they have all shown 12½ knots on trial trips. Five of them have been completed and are now in the islands. These are the *Negros*, *Luzon*, *Poillo*, *Masbate* and *Corregidor*. The *Bunga* and *Balabac* will be finished and despatched some time this month, and the *Palawan*, *Tabis*, and *Basalan* will be finished in January. Capt. H. C. Struve formerly commanding the army transport *Hancock* has been overseeing the work on behalf of the Philippine Government and is highly pleased with the boats in every particular.

SHIPPING ON THE YANGTSE.

The following table compiled from the advance copies of reports on, and returns of, Chinese trade for the year 1901 shows that British shipping on the Yangtse, though well ahead of all other nationalities together, does not show quite the same preponderance as in former years:—

| Nationality | 1899 | 1900 | 1901 |
|------------------|------|------|------|
| British per cent | 10.3 | 55.0 | 51.2 |
| Chinese | 25.9 | 22.7 | 11.1 |
| Japanese | 7.1 | 8.7 | 10.0 |
| German | 2.6 | 10.1 | 17.5 |
| American | 1.0 | 1.1 | 1.6 |
| Russian | 9 | 0.6 | 0.6 |
| All others | 2.2 | 1.8 | 2.0 |

A SK for ASAHI JAPANESE BEER.—A. G. Girault.

HANKOW-FOOCHOW RAILWAY.

The *Asahi* reports that negotiations with reference to Japan's demand for a concession to lay a railway from Amoy to Hankow, via Foochow, have been going on successfully of late. In this connection it is also reported by various native papers in Shanghai that a certain Chinese official at Peking is now contemplating laying a railway between Foochow and Hankow of which the capital is to be equally contributed by Chinese, British and Japanese capitalists and a certain Japanese millionaire (Baron Shibusawa), who was lately in London, has settled the question with London capitalists. The capital for this railway is said to be 30,000,000 taels, and British, Japanese and Chinese are to contribute ten millions each, but in case Chinese are not able to contribute their British will take up 20 millions instead. This is one of the outcomes, says the native papers, of the new Anglo-Japanese Alliance and Chinese merchants had better join in the scheme, as, if Chinese will join the same, they may retain an interest therein, but in case they will not join, the profits and advantages will go to both British and Japanese only.

**ROYAL PROGRESS THROUGH
THE METROPOLIS.****INCIDENTS OF THE DAY.**

LONDON, October 25th.

The King and Queen started on their Royal progress toward the City shortly after noon to-day in somewhat dull weather. The rain, however, held off, and the temperature was sufficiently mild to make the day enjoyable. Outside Buckingham Palace a great crowd had been waiting for hours, watching the arrivals and departures, and the forming up of the procession. The brilliancy of the latter was greatly detracted from by the fact that all the troops were cloaked. The only touch of colour was from the lance pennants of the Lancers and the brass helmets of the heavy cavalry, while the khaki-painted guns of the artillery and a naval gun of the same hue, added to the general tone of sombreness. The roofs of houses near the Palace and other points of vantage giving a view of the picturesque panorama in Green Park and the historic Mall were filled with spectators, whose cheering announced to the less prominent public the starting of the State carriage with Their Majesties.

The King wore a Field Marshal's uniform, with the cloak thrown back, showing his decorations. The Queen wore a straw-colored toque, and fur collar and cloak. Both the King and the Queen looked extremely well, and continually bowed their acknowledgments of the warm welcome extended to them. Their Majesties returned to the Palace shortly after 3.30, the pageant and its incidental exercises having occupied about three and a half hours.

No untoward incident occurred during the progress of the Royal procession, and the only unexpected feature was introduced in the circulation of an alarmist report that the Guildhall had taken fire shortly after Their Majesties had resumed their triumphal progress. The Fire Department apparatus was hurried to the scene of supposed danger, but investigation disclosed that the fire was in the dome of the building where the luncheon was held. The firemen easily subdued the flames.

Several firemen expressed the belief that the fire was smouldering while the King was actually at luncheon. The fire is said to have been caused by a fused wire.

THE CITY'S SWORD.

Owing to the King's carriage being the last, some confusion occurred at the entrance to the Guildhall, in an endeavour to empty the carri-

ages quickly and avoid keeping His Majesty waiting. Several of the princesses were rather unceremoniously deposited on the sidewalk, where they tried to throw their wraps into carriages, which were being hustled off down a narrow street, and a confused mass of princesses, ladies-in-waiting and such generals as had time to dismount, gathered under the canopied entrance.

The procession then started off down a long picturesquely row of "Beefeaters."

In the great hall the seven hundred persons waiting about the luncheon tables cheered as the King came in. His Majesty accepted the Corporation's address, and then the members of the Royal Family sat down and the luncheon commenced.

The most interesting feature of the Royal progress up to this point was the King's reply to the address of the London County Council in Trafalgar Square. The Boer generals, occupied seats in the centre of the County Council stand, immediately facing the King.

His MAJESTY'S REPLY

was clearly audible to all in the vicinity. He said:

"It gives me much pleasure both to myself and the Queen-to-receive-in-person-the loyal and dutiful address of the centre of municipal authority, on the occasion of our progress throughout the Capital of the Empire, and to receive the greetings of our people on our Coronation. Your confidence that my favour will be extended to every measure calculated to ameliorate the conditions of my subjects is well founded, and of the numerous important questions which come under your consideration, none appeal more strongly to my interest and sympathy than those directly touching the welfare of the poorer classes in this and other great cities. I thank you for your good wishes for myself and my house. I cordially share your aspiration that it may be granted me by the same Divine Providence which preserved my life from imminent danger to reign over my firmly-established and peaceful Empire, and in the loyal hearts of my contented and prosperous people."

After luncheon the Common Crier called for

A TOAST

to His Majesty the King, and Madame Albani, stationed in one of the galleries, sang the National Anthem, in which the whole company joined.

After other formal toasts, the party left the hall, the procession reformed and it restarted on its progress across the river. The pageant traversed several miles of streets on the Surrey side of the River Thames. There was no special incident, though the heartlessness of the welcome far transcended anything heard in the more aristocratic portions of the route.

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THE CHRISTIAN BROTHERS.

PROPOSED SAILINGS FROM HONGKONG,

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FOR VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
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Its successful and highly popular remedy, used in the Continental Hospitals by Dr. Leopold Kostan, Robert Volpert and others, combines all the desiderata to be sought in a medicine of the king, and surpasses everything hitherto employed.

THE THERAPION N.1 markedly shortens, often a few days only, removals and discharges from convalescent organs, especially superceding injections, thermal and electrical treatments, and the like, in the cure of stricture and other serious diseases. In dysentry, piles, irritation of the lower bowel, cough, bronchitis, asthma, and rheumatism, it is the only trying complaint of this kind. It will be found particularly useful in the cure of the following diseases, for which it is a strong and effective remedy, relieved where other well-tried remedies have been powerless:

THE THERAPION N.2 for inflammatory diseases, such as acute and chronic rheumatism, neuralgia, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, paraparaffin, &c., to the destruction of the body.

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| A.—HENNESSY'S OLD PALE | | |
| RED CAPSULE | \$18.00 | \$1.50 |
| B.—SUPERIOR VERY OLD | | |
| COGNAC, RED CAPSULE | 24.00 | 2.00 |
| C.—VERY OLD LIQUEUR | | |
| COGNAC | 30.00 | 2.50 |
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| VERY OLD LIQUEUR | | |
| COGNAC, 1872 VINTAGE, | | |
| RED CAPSULE | 36.00 | 3.00 |

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CELEBRATED OPERA GLASSES.
MARINE GLASSES and SPYGLASSES.

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All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, Nov. 26, 1902.

OUR UNSTABLE CURRENCY.

Face to face with the steadily depreciating dollar it must be admitted that the outlook for the commercial class, as indeed for all classes, excepting bankers and bill brokers, is anything but pleasing to contemplate. Yesterday we published the report that a financial panic is threatening at Shanghai. Our information is that, owing to the recent severe and still persistent fall in exchange, numbers of Chinese, who have entered into heavy business engagements with foreigners, are leaving the port with a view to evading their responsibilities. Although matters have not yet reached such an acute stage here in the South, it is generally admitted that the outlook is distinctly gloomy. With the approach of the Chinese New Year and the consequent financial stringency in the native money market, it is to be feared that the situation is one of considerable embarrassment. The time seems now to have approached when some well defined

line of action should be taken for the protection of this Colony and for the safeguarding of trading and other interests. The unfavourable conditions attending trade in China as a result of the failure of the rice crop have become seriously aggravated by the persistent fall in the value of the dollar. At the meeting of the Chamber of Commerce held on the 1st July, 1893, to consider the propriety of legalising the tender of the Japanese yen in Hongkong, the chairman remarked that anticipations of any action on the part of the Indian Government tending to injure the trade between India and China were then already paralysing business. The protection of the rupee and the non-protection of the dollar had had its natural effect and for the first time in the world's history the value of the dollar in Hongkong was, at that time, a little less than half a crown. To-day it is worth just a fraction over eighteen pence, and what its effect has been upon traders and others, it is only those who have felt the pinch can best tell. Chinese merchants complain that the present year has been the worst for the past decade. Fluctuations in foreign exchange have now become exceedingly frequent and unreliable. It is not the case of a depression and panic, obeying the common laws of monetary crises, that have been preceded by a period of unusual business activity. It is simply a question of the instability of the Colony's currency, which has rendered almost every transaction in the import trade one of speculation in exchange. The standard of value is lost, and business men are compelled to pay attention to changes in the money market, so that foreign trade is now largely a matter of monetary speculation. The basic cause is, apparently, not beyond legislative remedy, and the sooner it is applied to bring about a much-needed relief the better must it be to the interest and prosperity of our Colony whose progress must unfortunately be retarded if the relief is not immediately devised and promptly applied. For Singapore and the Federated Malay States, a Colonial Office Committee has already been appointed to consider the advisability of adopting a gold currency for the Straits Settlements and those States. Early in September, 1897, an invitation was received in Hongkong from the Singapore Chamber of Commerce to join that body in taking action to induce the Government of both Colonies to secure fixity of exchange and place the currency on a sounder basis. In his letter, dated 26th August, 1897, the Secretary of the Singapore Chamber of Commerce wrote as follows:—"The recent very heavy decline in silver has led to the question being viewed here with even more gravity than in the past, and, as the subject must also be of material interest to Hongkong, my Committee have instructed me to acquaint you that it is now receiving consideration at the hands of a Sub-Committee, and I am also directed to inquire if your Committee contemplates moving in the matter in any way." The Committee of the local Chamber of Commerce lost no time in meeting to consider the suggestion, recognising as they did the great importance of the question at issue. As the subsequent course of exchange has

shown, it is much to be regretted that the Hongkong Chamber of Commerce considered that the very different positions occupied by the two Colonies rendered it impossible for combined action in the direction of procuring relief from the instability of silver. Referring to this complex problem at the annual meeting of the Chamber on the 5th April, 1898, the Chairman, Mr. R. M. Gray, said that it was quite impracticable to effect a divorce from the currency of China, where our main trade lies and with whom we are in such close proximity. Now a call for relief from the present monetary stringency, uncertainty and unsettlement comes from the Chinese, and the necessity for a scheme is urged in the immediate interests of all concerned. The first step would be to call a general meeting of the Hongkong Chamber of Commerce, and if the consensus of opinion should be that some action, though late, ought to be taken, no time must be lost in approaching the Colonial Government to obtain, by legislative enactment, or otherwise, the relief from the present tension, which cannot do otherwise than blight the best prospects of this prosperous Colony.

With a stable exchange the hope of inviting capital at a low rate of exchange from capitalists in gold-using countries in order to initiate new industries on the additional territory we recently acquired on the mainland and help on the growth of those already established, will doubtless be realized.

UNION JACK OR YELLOW DRAGON?

It is eminently satisfactory to find that Sir Ernest Satow is not following in the footsteps of his predecessors at Peking, and permitting himself and his Government to be open to the severest criticisms of Britishers and ridiculed at the hands of foreigners. He is making a new departure that should maintain the dignity of Great Britain and lead China and the foreign powers to see that British interests are guarded by British influence. He has already maintained our dignity respecting the Hunan massacre, and, according to Reuter, is now protecting the British coal mines at Tongshan where the dragon flag has been gracefully floating out in "honour (?) of the birthday of the Empress-Dowager." The China Engineering and Mining Co. is incorporated under the laws of Great Britain, and Sir Ernest was doing what every Britisher would do when he had the yellow dragon pulled down from the flagstaff to make room for its lawful possessor—the Union Jack.

LOCAL AND GENERAL.

THE PHRA NANG'S CARGO consisted of 32,000 piculs of rice consigned to Hongkong.

BALL.—The officers of the 33rd Burma Infantry are giving a ball at Kowloon to-night.

MR. QUONG TART has been presented with a silver saucer and a cheque for 300 guineas by the Mayor of Sydney, on behalf of the citizens.

THE LATE CAPO. FIFE.—The Chinese authorities at Amoy have subscribed \$800 towards a tablet to Capt. Fife who was killed in the recent great fire.

THE ST. LOUIS EXPOSITION.—The Prince and Princess of Wales will probably attend at the opening ceremony of the St. Louis (U.S.A.) Exposition in 1904.

ANOTHER CONCESSION BY THE WAR OFFICE.—It is announced that in future the War Office will provide officers of cavalry and horse artillery regiments with two chargers each, and other mounted officers with one charger.

A POSITION FOR JOHN GORST.—The Government have granted Sir John Eldon Gorst, MP, who has been Vice-president of the Committee of Council on India since 1895, a political service pension of £1200 per annum.

THE MEN OF H.M.S. TERRIBLE.—The management of the Daily Express banqueted the crew of H.M.S. Terrible, which recently returned after a long period of active service, at the Holborn Restaurant.

THE MELBOURNE CUP was won by Clark and Robinson's The Victory, with F. Musgrave's Vanity Fair, second, and R. Phillips' Abundance, third. The betting was 25 to 1 against the winner, 30 to 1 against Vanity Fair, while Abundance received 7 to 2 against.

A SOCIETY LABEL.—The wife of Mr. Hugh Watt, an ex-member of the House of Commons, has recovered £5000 damages against Lady Violet Proctor-Beauchamp, who, in a letter to Mr. Watt, described the plaintiff as "a real devil, a criminal and human form."

THE MESSAGERIES MARITIMES.—The directors of the Messageries Maritimes have passed the usual dividend, and resolved to write off half the nominal capital of the company, in addition to raising 15,000,000 francs (£600,000) upon the preference shares, with which to build cargo boats.

GOTTAM & CO. FOR TRESS'S STRAW and FELT HATS.

NOT WANTED IN CANADA—The Montreal Chamber of Commerce has refused to assist in the formation of a Canadian branch of the Royal Navy League, alleging that Canada has no need for a navy.

WU TING FAUNG, ex-Chinese Minister to Washington, has been ordered by the Peking Government, by a secret decree, to proceed to Japan to investigate the situation in that country before coming to China in order to be able to tell the Peking Court the true position in the negotiations.

PATE LE FEE GRAS was one of the items on the menu for the dinner to the King and Queen on the occasion of their visit to the Guildhall on the 25th ult., and the Humanitarian League petitioned the Lord Mayor against its retention, on the ground of the cruelty inflicted on the geese in order to procure it.

C. P. R. ENGINES FROM GLASGOW.—Unable to secure prompt delivery of urgently required motive power from American and Canadian builders, the Canadian Pacific Railway has placed an order with a Glasgow firm of locomotive builders, for ten large locomotives imported into Canada from Great Britain in nearly half a century.

MA AFTER THE BOXERS.—General Ma with his troops have arrived in Chaoyang and are encamped at Hung Shan Tsai, only ten miles from the stronghold of the Boxers in Jehol. He is waiting for reinforcements before attacking the rebels. Thus far General Ma's campaign to restore order in Jehol province has been successful, all of the bands having been dispersed excepting the one now to be attacked.

STRANGE REPORT FROM THIBET.—A Peking correspondent to the Sin Wan-fao says: Yü Kang, Imperial Resident at Tibet, has recently wired the Grand Council that the British authorities are building a railway in a great hurry and according to a telegram from Kharu the railway was to be opened up to Anterior-Tibet at the end of October. This report seems to be the China Gazette to be circulated by Sheng's organ with a purpose.

THE EMPRESS-DOWAGER'S FORETHOUGHT.—The Sin Wan-fao gathers that the Empress-Dowager desires to see Prince Chun enter the Grand Council for the purpose of acquiring experience, also that no resident Englishmen could be invited as guests, but invitations should be issued to those of St. Andrew's Society who were subscribers to the St. Andrew's Ball.

A somewhat heated discussion arose as to whether guests of subscribers should be paid for, and it was finally decided that subscribers should be allowed to bring their wife and daughter, or a married couple, or one guest free, but for each additional guest they should pay \$5.

Mr. Wise strongly opposed the motion that any guests should be paid for, and he afterwards refused office in connection with the ball saying he would not be connected with a hall where there were paying guests.

On account of the limited space of the ball room, it was decided to leave it to the committee to restrict the number of guests.

The officers were then elected and the business in connection with the guarantee fund was afterwards proceeded with.

THE CHINESE AND THE NEW PUBLIC HEALTH BILL.

MEETING AT THE CHINESE COMMERCIAL UNION.

In view of the references we have from time to time made to the new Public Health and Buildings Bill, which has been before the public since July last, the following excerpts, translated from a Chinese contemporary, from a report of proceedings of a meeting held at the Chinese Commercial Union on the 24th, will be read with interest. There were present at the meeting:—Messrs. Fung Wa Chun (President), Chan Si Ki (Secretary), Chan Kang Yu (Treasurer), A. Rumjahn, Sin Tak Fan, Chan Kim Ting, Ho Kien Tong, L. U. Chu Pak, Lee Sow Hin, Liao Tsu Shan and about thirty others.

Mr. Fung Wa Chun was in the chair.

After certain preliminary remarks by the Chairman on the Water Meter question, he said that thanks were due to the Rev. Wong Yuk Cho for the publication of pamphlets dealing with the Water Meter question and for enlightening the Chinese on the subject. Thanks must also be given to Messrs. Chan Kang Yu and Ho Kien Tong for raising subscriptions and obtaining signatures to the petition. He also thanked Mr. Ahmed Rumjahn for having drawn attention to the Rider-main System proposed in Mr. Chadwick's special report. He added that at the last meeting of the Union it was announced that the second reading of the Public Health Bill had been postponed one month, and to his surprise he found that the Bill is to be brought up again for second reading on Thursday next.

Mr. Ahmed Rumjahn was invited to address the meeting, and he thereupon suggested that the Hon. Dr. Ho Kai should be asked to point out the defects in the draft Bill in Council. Mr. Rumjahn thought that the legal fees would be \$300.

On the motion of Mr. Sin Tak Fan, seconded by Mr. Lau Chu Pak, it was resolved that the Hon. Dr. Ho Kai and Hon. Wei Yuk be asked to approach the Government with a view of postponing the second reading of the Buildings Bill for one month, in order to allow time for a translation into Chinese to be made of the Bill.

Carried.

Proposed by Mr. Lau Chu Pak and seconded by Mr. Liang Tsu Shan, that Mr. A. Rumjahn be elected an honorary member of Committee of the Union.

Carried.

On the motion of Mr. Lau Chu Pak, seconded by Mr. Chan Kim Ting, it was resolved that a sub-committee consisting of Messrs. Fung Wa Chun, Chau Siu Ki, Chan Kang Yu, Lao Tze, Sin Tak Fan, A. Rumjahn, and Lau Chu Pak be appointed to confer with the Hon. Dr. Ho Kai with reference to the provisions of the Draft Bill, and that the sum of \$300 be voted to meet Dr. Ho Kai's fees.

Forecast:—fresh N.E. winds; fair.

GOTTAM & CO. FOR TRESS'S STRAW and FELT HATS.

GOTTAM & CO. FOR SUN-HATS.

ST. GEORGE'S BALL.

DIFFERENCE OF OPINION.

Last evening a meeting of subscribers to St. George's Ball was held at the City Hall to discuss the finances of the undertaking and other pros and cons connected with the proposed function. His Honour the Chief Justice, Sir William Goodman presided, and the members of the provisional committee present were: His Honour A. G. Wise, Hon. R. Murray Rumsey, Commodore G. Robinson and Messrs. H. E. Pollock, K. C., G. H. Medhurst, J. Macleod, B. Layton and E. W. Mitchell (Hon. Secretary).

The chairman, in his opening speech, said

they had called the meeting to discuss the possibility of carrying out the proposed scheme.

At present there were only 165 subscribers

which, at \$25 per head, meant \$4,000.

There was also some \$500 to the credit of the St.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with "Der Ostasiatische Lloyd.")

Shameful Accusations.

DENOUNCED BY GERMAN PRESS.

BERLIN, Nov. 25th, 11.10 p.m.

The who's of the German press condemn the shameful and calumnious accusations of the Social Democratic paper *Vorwärts* against the late Eric rich Krupp, which are stated to have been the cause of his death through heart disease. The German press are unanimously in praise of Krupp's humanity. The Crown Advocate has taken action against the *Vorwärts*. There is universal mourning throughout Germany, and enormous demonstrations are being prepared for the funeral at which Emperor William will be present in person.

(Reuter.)

Great Britain and Venezuela.

LONDON, November 24th.

Great Britain is pressing several long standing claims against Venezuela, and it is understood that she has given Venezuela a limited time to comply.

President Roosevelt and Trusts.

President Roosevelt, in a speech at Philadelphia, said that the United States had to deal with many serious industrial questions, including Trusts, but that she had the power, and would find a way, to solve them.

LATER.

The Flag at the Tongshan Mines.
Reuter's Peking correspondent wires that the Chinese having hoisted their flag over the Tongshan Coal-mines, Sir Ernest Satow proceeded thither and instructed the British commander to replace it by the British flag, which was done, the Chinese not resisting.

Mayors Honoured.

His Majesty the King has conferred titles on the Lord Mayor of London, and also on the Mayors of Melbourne and Sydney.

THE DAIRY FARM COMPANY, LIMITED.

The following is the report for presentation to Shareholders at the Sixth Ordinary Yearly Meeting, to be held at the Company's Depot, Wyndham Street, on Monday, the 8th December, at 3 p.m.—

The Directors herewith present to the Shareholders a Statement of the Company's Accounts for the year ended 31st July, 1902.

The profit for the year (including \$3,914.97 brought forward from last account), after writing off \$6,694.32 for depreciation, providing for bad debts, and Directors' and Auditor's fees, amounts to \$15,192.68, from which it is proposed to pay a dividend of Seventy-five cents per share, absorbing \$7,500; to transfer to Reserve \$5,000 and carry forward \$2,692.68.

The Directors regret to have to report that the late Secretary absconded early in October last with funds belonging to the Company.

Directors.—Dr. Noble and Mr. Hinds retire by rotation, and being eligible offer themselves for re-election.

Auditor.—Mr. F. Henderson having resigned, Mr. W. Hutton Potts has audited the accounts in his stead, and now offers himself for election at this meeting.

F. MAI. LAND, Chairman.

Balances, 31st July, 1902.

LIABILITIES.

| | | |
|---------------------------|--------------|------------------|
| To Capital, 10,000 shares | \$ 7,50 each | ... \$ 75,000.00 |
| Less not called up, | | |
| \$ 1.50 per share | 15,000.00 | |
| Reserve Fund | 13,000.00 | |
| Accounts Payable | 9,480.79 | |
| Dividend Un-collected | 310.62 | |
| Profit and Loss | 15,192.68 | |
| | | \$ 7,984.14 |

ASSETS:

| | |
|-----------------------------|----------------------------|
| By Cattle | \$ 42,184.95 |
| Less written off | 7,184.95 |
| | \$ 40,000.00 |
| Property—Farm Lots | 18,10,25 and 38, 12,000.00 |
| Buildings | 16,779.37 |
| Less written off | 4,779.37 |
| Town Depot | 12,000.00 |
| Furniture | 9,000.00 |
| Stores and Utensils | 1,296.21 |
| Cash on hand | 392.08 |
| Amount invested on Mortgage | 12,000.00 |
| Accounts Receivable | 9,808.83 |
| Fodder on hand | 1,200.00 |
| | \$ 97,984.14 |

Profit and Loss Account.

| | |
|--------------------------------------|--------------|
| To written off Cattle | \$ 2,184.95 |
| Buildings | 4,779.37 |
| Bad Debts | 6,064.32 |
| Directors' and Auditor's Fees | 200.00 |
| R. P. Moffit (Misappropriated Funds) | 1,550.00 |
| Balance | 5,735.26 |
| | 15,192.68 |
| | \$ 29,642.26 |

TAXES FOR ASAHI JAPANESE BEER—
Girault.

By Balance from last year \$24,414.97

Less Dividend \$12,500.00

Reserve Fund ... 8,000.00 20,500.00

\$3,914.97

By Transfer Fees 15.00

" Interest 873.40

" Balance of Working Account ... 24,838.89

\$29,642.26

S. A. SETH,

Secretary.

I have compared the above statement with the books and vouchers of the Company, and have found the same in accordance therewith.

W. HUTTON POTTS,

Auditor.

Hongkong, 25th November, 1902.

ROYAL SIAMESE YACHT

AT HONGKONG.

It is not every day that the white elephant on a field of red, the flag of Siam, is to be seen floating in Hongkong harbour and it wins with considerable interest that people observed His Majesty Chulalongkorn's yacht steam into Hongkong harbour through the Green Island pass at about half past eight this morning. She is a fine looking steamer, painted white, with two funnels, and upper verandahs of the same colour. Her two masts are fitted with fighting tops, and the armament consists of ten 6 pdr quick firing guns, and four 47 in. guns on the spar deck, a fore and aft hurricane deck makes a splendid promenade, and a companion from the cool spar deck leads to the luxuriously spacious saloon and cabins below.

The *Maha Chakri*, for that is her name, is a vessel of some 2,500 tons displacement, is fitted with twin screws, triple expansion engines, can steam seventeen to eighteen knots and is commanded by Capt. C. Trull. Her length is 200 ft by 30 ft 4 in. beam. She left Bangkok on the 19th and has been considerably retarded in her passage by the moderate to fresh North East Monsoon.

Her present mission is to meet the Crown Prince of Siam, who is returning from the Coronation in America and the Pacific, at Yokohama and convey him home. Several Siamese gentlemen are aboard the vessel, the most prominent being Phya Visuth, formerly Siamese minister at London and now chief of the educational department. He is a son of Prince Prich.

Mr. H. N. Moyle, Consul for Siam, visited the yacht during the forenoon and was received with a guard of honour. She is to take in coal and provisions at Hongkong and leave for Yokohama on Saturday.

THE LATE VICEROY TAO MU.

REMAINS AT HONGKONG.

The China Merchants' steamer *Hsin Fung* arrived in the harbour yesterday afternoon with the remains of the late Viceroy Tao Mu on board. She was accompanied by the Chinese cruiser *Fu Poh*, under the command of Admiral Li Bou. Several prominent Chinese gentlemen of the Colony, having official degree, called on board ship this morning and, according to Chinese custom, paid their last homage to the deceased. The late Viceroy's family, numbering in all fifteen persons, are on board, as well as several petty mandarins. The *Hsin Fung* leaves this evening for Shanghai where the remains will be transferred to a river boat, and conveyed to Wuhan.

FACILITATING TRADE AT CANTON.

ENTERPRISING H.K.C.M.S. LTD.

According to news from Canton, he wharf previously occupied by the *Chih Kung* has been sold to the Hongkong, Canton and Macao Steamship Company. The previous owners at one time had a very heavy debt to the Authorities, and it is presumed it was sold for this reason. It is the intention of the purchasers to have their West River steamer, the *Sainam* (Capt. Dixon) and *Nanning* (Capt. Thomas) use this wharf, if landing the increasing cargo of cattle their bring down from the West River for Manila. Previously they had to anchor in midstream, and discharge the cattle in very inconvenient car or boats. It is also proposed, if satisfactory arrangements can be made with the Harbour Authorities, to extend this wharf to the *Fu Shin* wharf, which is now used by the Company's big steamers *Fathim* and *Powtan*, and if such arrangements can be made it will greatly facilitate transhipment.

SWATOW NOTES.

(From Our Own Correspondent.)

THE NATIVE QUESTION.

SWATOW, 21st November.

The native situation is greatly improved owing to a considerable fall in the price of rice, due to heavy importation from Shanghai and Yangtze ports. The second local crop from the fields situated on the river banks is now ripe and altogether we now have some 300,000 piculs of rice in Swatow.

NATIVE CHRISTIANS TROUBLESOME.

Taoist Ting Po-chuen has proclaimed that native Christians must remember they are still Chinese subjects and under Chinese authority; therefore their complaints must be tendered to the local officials instead of their seeking aid from missionaries to assist them with their lawsuits. Missionaries on their part are to refrain from sending despatches to the magistrates.

GAMBLING.

Gambling in Chiu Yung district has been having such an immoral influence on the people that the magistrate has prohibited it. Little attention, however, is being paid to the order, and although runners are frequently sent out no raids have occurred or arrests been accomplished.

A SK for ASAHI JAPANESE BEER—
Girault.

"KELANTAN"—"PHRA CHOM KLAO" DISASTER.

FULL PARTICULARS.

It first became generally known, through the medium of this journal, that a collision had occurred between the *Kelantan* and the *Phra Chom Kla* and that the *Kelantan* was sunk. We are now able to give full details of the disaster.

It appears that shortly after noon on the 12th inst., at the entrance to Bangkok, between the red light-ship and the black buoy, the inward bound *Kelantan* collided with the outgoing *Phra Chom Kla*. Eye-witnesses of the collision state that both vessels were proceeding full speed until immediately prior to the impact, when both seemed to reverse their engines, but a long way too late to avert the disaster which followed. With full way on, the vessels crashed together, the bow of the *Phra Chom Kla* smashing through the *Kelantan* just abaft the engine room, causing a huge hole to be rent almost down to the keel on the starboard side of the latter vessel, bending her own stem and also making a hole under her own water line forward. The water rushed into the *Kelantan's* hold and engine room, these being almost instantaneously flooded. In less than three minutes after getting free from the *Phra Chom Kla* and less than five minutes from the first shock of contact, the *Kelantan* settled down astern and became a total wreck with only her forward half remaining clear of the water. The *Phra Chom Kla* by means of her water-tight compartment succeeded in remaining afloat and returned to Bangkok. A marvellous feature of the accident is that no passenger or member of either of the crews was lost or sustained injury.

The *Kelantan* was purchased three years ago by the Norddeutscher Lloyd from the "Blue Funnel" fleet, her name then being the *Medusa*. She is commanded by Captain Littmann, while the other vessel was in charge of Captain Brunn. Neither of the ships had a pilot on the bridge. The *Kelantan* had no cargo, being simply in ballast, but the *Phra Chom Kla* was loaded with rice and sundries for Hongkong. None of her cargo was damaged though water leaked into her through a hole near her stem. The rail round the stern of the *Kelantan* is clear of the water, as there is little danger, the crew are remaining on board. The European officers are the only ones who have suffered inconvenience. They are now quartered on the bridge deck, but all their stores and clothing are under water, and supplies have had to be taken to them from Bangkok. As the wreck is on the western edge of what is known as "Deep Hole" it is not in the direct track of incoming or outgoing vessels and it is, therefore, no obstruction to free entry to the river.

The Norddeutscher Lloyd are having a bad time with their Orient fleet. No less than three vessels, the *Phra Nang*, *Kelantan* and *Phra Chom Kla*, of the Bangkok run are disabled and it is the rice season when freight is plentiful.

ANOTHER MONSTER SHIP.

COMING TO HONGKONG.

According to the *Tacoma Ledger* the *Tremont*, sister ship of the *Shawmut*, which recently arrived in Hongkong, is the fifth and last of the fleet of great ships newly entered in the Oriental trade by the Boston Steamship company and making Tacoma the home port. She was built this year by the Maryland Steel works at Sparrow Point, Md., and was launched in February of this year from the shipbuilding yard of Messrs Russell & Co., being owned by the *Ventnor* S.S. Company, Messrs. Gow, Harrison & Co., of Glasgow being managers. Her dimensions were: Length, 345 ft. 7 in.; breadth, 49 ft. 8 in.; and depth, 18 ft. Captain H. G. Ferry had command of the *Ventnor*, and in addition to the crew, numbering about 35 hands she carried 10 Chinese passengers. These latter were men whose terms of service on various vessels had expired while in New Zealand waters, and according to the articles had to be delivered back to Hongkong by the owners of the vessel upon which they had originally shipped. Messrs. W. Scott Full & Co. had the *Ventnor* under time charter, and she was taken over by the firm in Java. She made a successful voyage from Java to Auckland, with 5,000 tons of sugar, and on discharge went south to load for Hongkong. She was expected to take the outer Torres Straits route to China.

SHIP AND CARGO VALUED AT £60,000.

The *Ventnor* and her coal cargo were valued at £60,000, and of this sum £40,000 is put down as the value of the ship, she being a modern vessel, and up-to-date in every respect.

The *Alaska Marine Assurance Company* had a risk of £4,650 on the bulges, which are reported to have numbered 40.

OPIUM QUOTATIONS.

Hongkong, 26th November.

Toddy's quotations are as follows:—

MALWA NEW @ \$080/1,020

" OLDEST @ 1,030/1,080

PATAWA NEW @ 985

" OLD @ 995

BENARES NEW @ 985

" OLD @ NO STOCK

PERSIAN (PAPER) @ 780/800

THE WRECK OF THE "VENTNOR."

BOUND FOR HONGKONG.

FULL PARTICULARS.

Not long since the *Hongkong Telegraph* published a brief account of the sounding of the *Ventnor*, while on a voyage from Wellington (N.Z.) to Hongkong. Australian papers to hand contain full details of the wreck from which we gather that the steamer had been chartered to take a cargo of coal to Hongkong for the use of the British squadron in China waters, space also being fitted on board for close upon 300 coffins containing the remains of dead Chinese from various parts of New Zealand. A collection of the remains is made every few years by the Chinese Society in New Zealand, and they are sent away by special steamer to be re-interred in the Flinders Land, all the expenses in connection with the export of the gruesome cargo being paid by the society mentioned. The coal cargo on board amounted to 5,347 tons of Westport coal. Part was loaded at Westport and the balance at Wellington. This coal is in demand by the Navy, owing to its splendid steaming qualities, and large consignments are sent periodically to the East.

On the 27th ult., at 12.40 a.m., the vessel struck the rocks southward of Cape Egmont, New Zealand. In a short time the captain managed to get her off, and proceeded on his journey, but the water gained in No. 1 hold till the 28th, when the ballast tanks were full of water, and the steamer was going down by the head. On that evening she became unmanageable, gradually sinking, until, about 9 p.m., she was going down fast. All hands were then ordered to the boats, and had barely time to get clear before the *Ventnor* sank. Two boats, containing the chief officer, Mr. Cameron, and the second and third engineers, with 14 of the crew, landed at Omahere Beach at daylight on the 29th. The steamer *Energy* rescued the crew, and the *V*

Shipping—Steamers.

Hongkong-Manila



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|---------------|-------|--------------|--------------------|---------------------|
| RUMI..... | 2540 | W. Lawson | MANILA (DIRECT)... | 3rd Dec., at Noon. |
| ZAFIRO..... | 2540 | R. Rodger | Do: | 10th Dec., at Noon. |
| PERLA..... | 1983 | J. McGinty | Do: | — |
| DIAMANTE..... | 1980 | A. H. Notley | Do: | — |

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 26th November, 1902.

OCEAN STEAM SHIP CO., LIMITED.

OUTWARDS.

| FROM | STEAMERS. | DUE: |
|----------------------------|-------------------|---------------------|
| GLASGOW and LIVERPOOL..... | "PELEUS"..... | 1st December, 1902. |
| " | "TYDEUS"..... | 15th " |
| " | "TELEMACHUS"..... | 31st " |
| " | "PROMETHEUS"..... | 8th January, 1903. |

HOMEWARDS.

FOR AMSTERDAM and LONDON.

| "TANTALUS"..... | 9th Dec., 1902. |
|---|------------------|
| "ULYSSES"..... | 23rd " |
| "PELEUS"..... | 6th Jan., 1903. |
| "ANTON"..... | 20th " |
| FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES)..... | 20th Dec., 1902. |
| "ALCINOUS"..... | 20th Jan., 1903. |

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS.

| SHANGHAI..... | STEAMERS. | TO SAIL. |
|--|------------------|----------------|
| "SHANGHAI..... | "SHANSI"..... | 10th November. |
| "SHANGHAI..... | "TIENTSIEN"..... | 1st December. |
| "SHANGHAI..... | "FOOCHOW"..... | 2nd " |
| "SHANGHAI..... | "CHINGTU"..... | 4th " |
| SHOBE and YOKOHAMA..... | "CHANGSHA"..... | 5th " |
| THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE..... | "CHANGSHA"..... | 5th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
§ See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

| FROM | STEAMERS. | DUE. |
|----------------------------|-----------------|----------------|
| GLASGOW and LIVERPOOL..... | "MOYUNE"..... | 30th November. |
| " | "OOPACK"..... | 10th December. |
| " | "NINGCHOW"..... | 25th December. |

HOMEWARDS.

| FOR | STEAMERS. | TO SAIL. |
|--|----------------|----------------|
| MARSEILLES, HAVRE, LONDON and ANTWERP..... | "TEENKAI"..... | 20th December. |

TRANS-PACIFIC SERVICE.

| VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST POINTS | "MOYUNE"..... | 3rd December. |
|--|-----------------|----------------|
| NAGASAKI, KOBE and YOKOHAMA..... | "NINGCHOW"..... | 27th December. |

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th November, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA,

FOR.

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship Tons Captain To Sail
"INDRAPURA".....4,899.....A. E. Hollingsworth.....Dec. 1, 1902.

"INDRASAMHA".....5,197.....R. P. Craven.....Dec. 14, ".

"INDRAVELLI".....4,899.....W. E. Craven.....Jan. 14, 1903.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.

FOR TAMSUI....."DAIGI MARU".....T. W. Groves. SUNDAY, 30th November.

FOR FOOCHOW....."ANPING MARU".....J. Goto. WEDNESDAY, 3rd December.

FOR TAMSUI....."DAIJIN MARU".....T. Ogata. SUNDAY, 7th December.

Via SWATOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, No. 6, Des Voeux Road Central.

E. ARIMA, Manager.

Hongkong, 26th November, 1902.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Shipping.

STEAMERS.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.
(In close connection with the Co.'s Accelerated Line to TRIESTE.)
(Taking Cargo at through Rates to the PERSIAN GULF, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship.

"TIROL," Captain Breitfeld, will be despatched as above TO-MORROW, the 27th instant, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For Information as to Passage and Freight apply to

SANDER, WIELER & CO., AGENTS.
Princes' Buildings, Hongkong, 19th November, 1902. [1160d]

NIPPON YUSEN KAISHA.

RESUMPTION OF MANILA SERVICE.

FOR MANILA.

THE Company's Japanese Mail Steamship.

"KASUGA MARU," 4,000 Tons, Captain Hector Fraser, will be despatched for the above Port TO-MORROW, the 27th instant, at 4 P.M.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.
Hongkong, 5th November, 1902. [1177d]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE Imperial German Mail Steamship.

"BAVERN," of the NORDDEUTSCHE LLOYD, Captain H. Blecker, due here with the outward German Mail about THURSDAY, A.M. the 27th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHE LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 24th November, 1902. [1561]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"TONKIN," Captain Schmitz, will be despatched for the above Ports on or about MONDAY, the 1st December.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 24th November, 1902. [1564d]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIAL REDUCED RATES, parts of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHANGSHA".....leaves on 5th Dec.

"CHINGTU".....29th Dec.

"TAIWAN".....20th Jan.

"TSIMAN"....."

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, C. N. Co., Ltd.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"OROON".....About

Shipping.**Arrivals.**

LAISANG, British steamer, 2,225 E. J. Tadd, 25th Nov.—Singapore 16th Nov., General—Jardine, Matheson & Co.
FRITHJOF, Norwegian steamer, 80t, Haraldsen, 25th Nov.—Chefoo 19th Nov., Beans—A. R. Marti.
BLENHEIM, British cruiser, 9,000, Stopford, 25th Nov.—from Mire Bay.
D'ENTRECASTEUX, French cruiser, 8,000 D. du Fournet, 26th Nov.—from Tonkin.
MAHA CHAKRARI, Siamese cruiser, 3,000, Tronde, 26th Nov.—Hongkong 10th Nov.
KUMANO MARU, Japanese steamer, 3,471 E. W. Haswell, 26th Nov.—Australia 28th Oct., General—Nippon Yusen Kaisha.
KONG BENG, German steamer, 362 L. Ziegelnbein, 26th Nov.—Hongkong 18th Nov., Rice and Kice-mei—Butterfield & Swire.
HAICHING, British steamer, 1,267 A. E. Hodges, 26th Nov.—Foochow 23rd Nov., Amoy 21st, and Swatow 25th, General—Douglas, Lapraile & Co.
DAIGI MARU, Japanese steamer, 846 T. W. Groves, 26th Nov.—Tamsui via Amoy and Swatow 23rd Nov., Gen.-ral—Mitui Busan Kaisha.
TAISMAN, British steamer, 1,544 R. D. Bradley, 26th Nov.—Canton 25th Nov., General—Jardine, Matheson & Co.
ELITA NOSSACK, German steamer, 1,161 H. Bruhn, 26th Nov.—Canton 25th Nov., General—E. A. Trading Co.
HEINRICH MENZELI, German steamer, 989, W. Wiese, 26th Nov.—Canton 25th Nov., General—E. A. Trading Co.

Departures.

Nov. 26, GERM, German str., for Europe.
Nov. 26, Chiyo Maru, Jap. str., for Chefoo.
Nov. 26, Labor, Norwegian str., for Canton.
Nov. 26, Huie, French str., for Kwong-chow-wan.
Nov. 26, Suising, Brit.-ish str., for Calcutta.
Nov. 26, Horden Knight, British str., for S'pore.
Nov. 26, Roh Ila Maru, Jap. str., for Manila.
Nov. 26, Zafra, British str., for Manila.
Nov. 26, Sunking, British str., for Manila.
Nov. 26, Hailong, British str., for Swatow.
Nov. 26, Hsinfung, Chinese str., for Shanghai.
Nov. 26, Amige, German str., for Saigon.

Passengers—Arrived.

Per Laiang, from Singapore—Messrs. G. F. Taylor, K. G. Tuan, J. Kelly, H. A. Geisen-dar, Sim Bad Sang, and 1,317 Chinese.
Per Taihing from Coast Ports—Mr. and Mrs. Turner, Mrs. C. Parkinson, Messrs. A. E. Marshall, Jamieson, Steetin, C. Wessel and child, Miss Bangel, Messrs. F. d'Aluriada, Kim Hong Jon, and 71 Chinese.
Per Zafra, from Manila—Mrs. A. E. Graham, Mrs. M. Moran, Mrs. C. E. Le Munyon, Messrs. Basil Taylor, H. Strong, Misses Ward, Gertsch, Mr. and Mrs. M. H. Samson, Misses L. Samson, S. Samson, Messrs. J. Coulon, D. Clark-Chas. Dellone, Lay Liang, Yap Bing, Mrs. Carrs, Messs. S. Chan-Gung, San Kit, Chan Chin, Li Cho Sich and Miss A. M. Cruz.
Per Kumano Maru, from Australian Ports for Hongkong—Miss Linwood, Mr. G. Compton, Mrs. S. G. Anisworth, Rev. Andrew Reid, Miss Normou, Miss Worts, Mrs. J. Prentice, Miss E. Prentice, Mr. W. D. Graham, Mr. and Mrs. W. Jackson and child, Mr. P. Aboty, Misses Gertrudes Emergido, Mercedes Del Rosario, Messrs. Germonio Medina, W. Delmer, 2 Japanese—Siam, and 78 Chinese. For Nagasaki—5 Japanese. For Kobe—15 Japs. For Yokohama—Messrs. H. Percival, J. Wilshire, R. C. Wilshire, Weller, Schiveder, J. Loyzaga, N. Igarashi, Dr. T. Takahashi, Mr. Y. Sato, Mrs. G. Dada, Mr. J. M. Knapp, 1 European and 1 Japanese.
Departed.

Per Guru, from Hongkong for Singapore—Mr. R. D. Kimmin, for Colombo—Messrs. G. Douglas, Ashbury, Thomas, Priestman, B. A. Gould, and Mr. and Mrs. C. Staley. For Naples—Messrs. H. T. Swain and L. H. Rockwell. For Genoa—Dr. Kerr, Messrs. J. de Commalle and J. Ezekiel. For Antwerp—Mr. S. Jensen. For Bremen—Mr. N. Petersen.

Post Office.

A Mail will close:
For Canton—Per Hankow, to-morrow, the 27th instant, at 7:30 A.M.

For Bangkok—Per Losso, to-morrow, the 27th instant, at 9 A.M.

For Singapore and Bombay—Per Tirol, to-morrow, the 27th instant, at P.M.

For Macao—Per Hungshun, to-morrow, the 27th instant, at 1:15 P.M.

For Shanghai, Chinkiang, and Wuhu—Per Eliza Nossack, to-morrow, the 27th instant, at 2 P.M.

For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per Kasuga Maru, to-morrow, the 27th instant, at 3 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Hainan and San Francisco—Per Coptic, to-morrow, the 27th instant, at 4 P.M.

For Canton—Per Peacock, to-morrow, the 27th instant, at 4 P.M.

For Swatow, Amoy, and Foochow—Per Hutching, to-morrow, the 27th instant, at 5 P.M.

For Swatow, Singapore and Bangkok—Per Pitchbury, on Friday, the 28th inst., at 9 A.M.

For Moji—Per Hikos Maru, on Friday, the 28th instant, at 11 A.M.

For Nagasaki, Kobe and Yokohama—Per Kumano Maru, on Friday, the 28th instant, at 11 A.M.

For Singapore, Penang and Colombo—Per Wakata Maru, on Friday, the 28th instant, at 11 A.M.

For Singapore, Sourabaya and Samarang—Per Kutsing, on Saturday, the 29th instant, at 11 A.M.

For Shanghai—Per Shansi, on Saturday, the 29th instant, at 4 P.M.

For Europe, &c., India, via Tuticorin—Per Sidney, on Monday, the 1st Dec., at 11 A.M.

For Shanghai—Per Tientsin, on Monday, the 1st Dec., at 4 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per Iyo Maru, on Tuesday, the 2nd Dec., at 3 P.M.

For Shanghai—Per Foochow, on Tuesday, the 2nd Dec., at 4 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Tartar, on Wednesday, the 3rd Dec., at 11 A.M.

For Manila—Per Rubi, on Wednesday, the 3rd Dec., at 11 A.M.

For Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chingsha, on Friday, the 5th Dec., at 3 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per Glenagle, on Saturday, the 6th Dec., at 10 A.M.

For Europe, &c., India, via Tuticorin—Per Parramatta, on Saturday, the 6th Dec., at 11 A.M.

For Singapore—Per Shanghai, on Wednesday, the 10th Dec., at 11 A.M.

For Europe, &c., India, via Klautschon, on Wednesday, the 10th Dec., at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per Empress of Japan, on Wednesday, the 17th Dec., at 11 A.M.

LACHANGE.

Hongkong, 26th November,
ON LONDON, Telegraphic Transfer, 1/6 13/16
Bank Bills, on demand 1/6
" Credit, 4 months' sight 1/7
" " 6 months' sight 1/7
ON BERLIN, (demand) 1/6 1/6
ON PARIS, Bank Bills, on demand 1/6
" Credit, 3 months' sight 1/6
ON NEW YORK, Bank Bills, on demand 1/6
" Credit, 30 days' sight 1/6
ON BOMBAY, Telegraphic Transfer 1/7
" On demand 1/7
ON SHANGHAI, Telegraphic Transfer 1/7
" Private, 30 days' sight 1/7
ON TOKIO, (T.T.) 1/7
" Private, 30 days' sight 1/7
" nom. 1/7
ON KOWLOON, T.T. 1/7
" Private, 30 days' sight 1/7
" nom. 1/7
" Gold Leaf too much per ton 1/7
" Gold Silver 1/7
" 2/16

SHIPPING REPORTS

Capt. Tidd, of the str. *Laisang* from Singa-pore, reports—Moderate to fresh winds with rough sea to port.

Capt. Hodgius of the str. *Hatching* from Foochow, etc., reports—Moderate NE. winds and sea, fine and clear weather. Vessels at Amoy: *Hong Moh, Cheongche, Wencho-wu, Yuensang, Toonan*, and *H.M.S. Blenheim*. At Swatow: *Chungsang, Hausing, Hinggang, Hip-sang, Paoting, San-yuan, and Hoi-hou*.

VESSELS IN PORT.**Steamers.**

ADELINE, RICKMERS, German steamer, Heinrichsen, 20th Oct.—Maji 25th Oct., Coal—Arribal, Kberg & Co.

BENLOMONT, British steamer, 1,752, Hutton, 25th Nov.—Singapore 17th Nov., General—Gibb, L'v'n ston Co.

BENVENUTO, British steamer, 1,467, A. Webster, 22nd Nov.—Vojj 17th Nov., Coal—Gibb, Livingston & Co.

BIYODO, Norwegian steamer, 772, Th. Carlsen, 17th Nov.—Canton 17th Nov., Ballast—Sander & Co.

CLINTUS, British steamer, 1,588, McDonald, 1st Nov.—Legal (Java) 21st Oct., Sugar—Butterfield & Swire

COPTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 21st Nov.—San Francisco 22nd Oct., Honolulu 10th Nov., Yokohama 10th Nov., Kobe 12th, Nagasaki 13th, and Manila 19th, Malib and General—O. & O. S. S. Co.

EMMA LUVKEN, German steamer, 1,110, H. Martens, 23rd Nov.—Saigon 19th Nov., Rice—E. Trading Co.

EMPEROR OF JAPAN, British steamer, 5,924, H. Pybus, R.N.R., 23rd Nov.—Vancouver 3rd Nov., and Shanghai 2nd, Mails and General—C. P. R. Co.

GLENOCLE, British steamer, 2,397, G. E. Warner, R.N.R., 23rd Nov.—Taconia via Port; Shanghai 20th Nov., General—Doddwell & Co., Ltd.

HEM, Norwegian steamer, 757, A. Erikson, 22nd Nov.—Swatow 21st Nov., Ballast—Melchers & Co.

IYO MARU, Japanese steamer, 6,319, C. II. Butler, 22nd Nov.—Seattle and Paris 21st Sept., Flout and General—Nippon Yusen Kaisha.

KASUGA MARU, Japanese steamer, 2,368, II. Fraser, 25th Nov.—Nagasaki 21st Nov., General—Nippon Yusen Kaisha.

KENNEDIE, British steamer, 3,301, G. R. Wallace, 23rd Nov.—Amoy 22nd Nov., General—Standard Oil Co.

KUTSANG, British steamer, 1,495, M. Crockett, 17th Nov.—Java 6th Nov., Sugar—

LA PORTE, British steamer, 1,592, T. Turne, 16th Nov.—Maji 10th Nov., Coal—Kusakabe & Co.

LOOSOK, German steamer, 1,021, W. Möller-mann, 21st Nov.—Bangkok 14th Nov., Rice—Butterfield & Swire.

MACHEW, German steamer, 996, H. Hayes, 24th Nov.—Touran 22nd Nov., Rice—

MELCHERS, & Co.

MAIDZU MARU, Japanese steamer, 667, T. Saitow, 22nd Nov.—Amping via Amoy Swatow 19th Nov., General—Mitui Busan-kaisha.

MARIE JESEN, German steamer, 711, H. Bendixen, 9th Nov.—Shanghai 5th Nov., General—Jebens & Co.

NAIRUNG, British steamer, 2,861, W. H. Edge, 9th Nov.—Rangoon 26th Oct., Rice—

PERLA, British steamer, 1,287, J. McGinty, 22nd Nov.—Manila 10th Nov., Ballast—

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